National Aeronautics and Space Administration

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AAtS over AeroMACS Technology Trials on the Airport Surface

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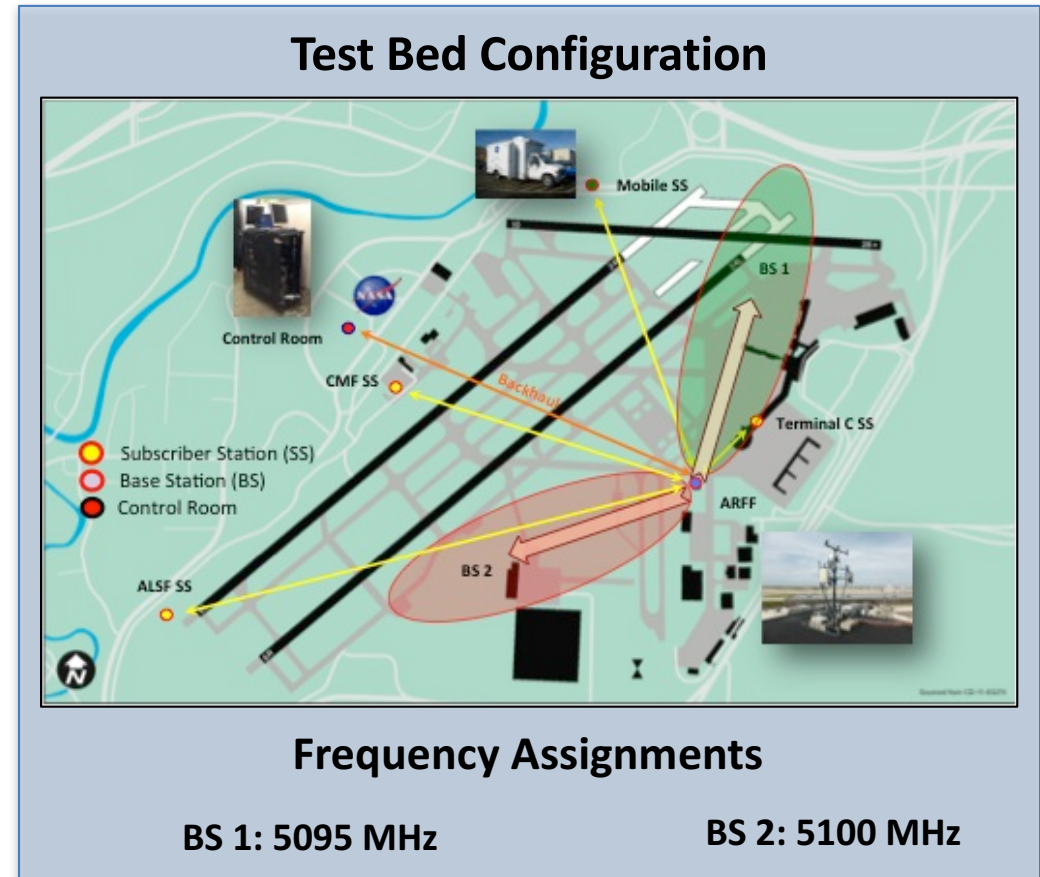Inspire the Next

Trial Introduction

- Collaboration between Federal Aviation Administration (FAA), Hitachi, Ltd. and NASA
- Objective: Exchange data between SWIM services and an Electronic Flight Bag deployed onboard an Aircraft
- Goal: Evaluate performance of AAtS using AeroMACS data transport technology in a relevant environment
- Trial conducted on February 11th 2016

Cleveland Hopkins Int'l Airport (CLE)
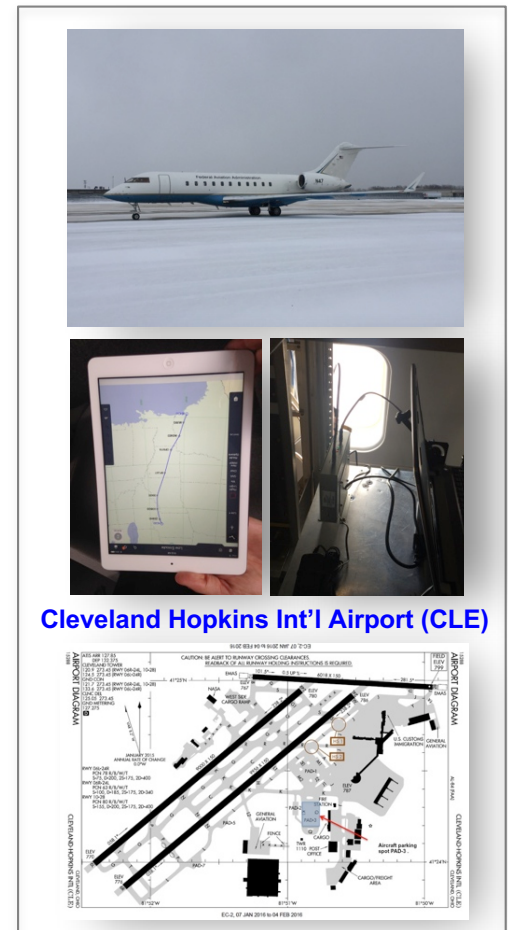
AeroMACS and NASA Test Bed Configuration

AeroMACS

- Member of "*Mobile WiMAX*" (IEEE802.16e)
  - Operates in AM(R)S band (5091-5150 MHz, Bandwidth = 5 MHz)
  - TDD/OFDMA
  - Adaptive Modulation and Coding: QPSK, 16QAM & 64QAM
  - Adaptive MIMO Switching - MIMO-A/STC & MIMO-B/SM (Optional)
  - Quality of Service (QoS)
- Enables IP-based "*High Speed Wireless Access*"
- Downlink/Uplink ratio adjustable: 26:21, 29:18, 32:15 & 35:12
- Provides "*Security*" using SS/MS Certificate, Security Keys and Encryptions
- Supports "*Mobility*" (up to 50 knots = 92.6 km/h)

Test Bed Configuration

Frequency Assignments

BS 1: 5095 MHz   **BS 2: 5100 MHz**

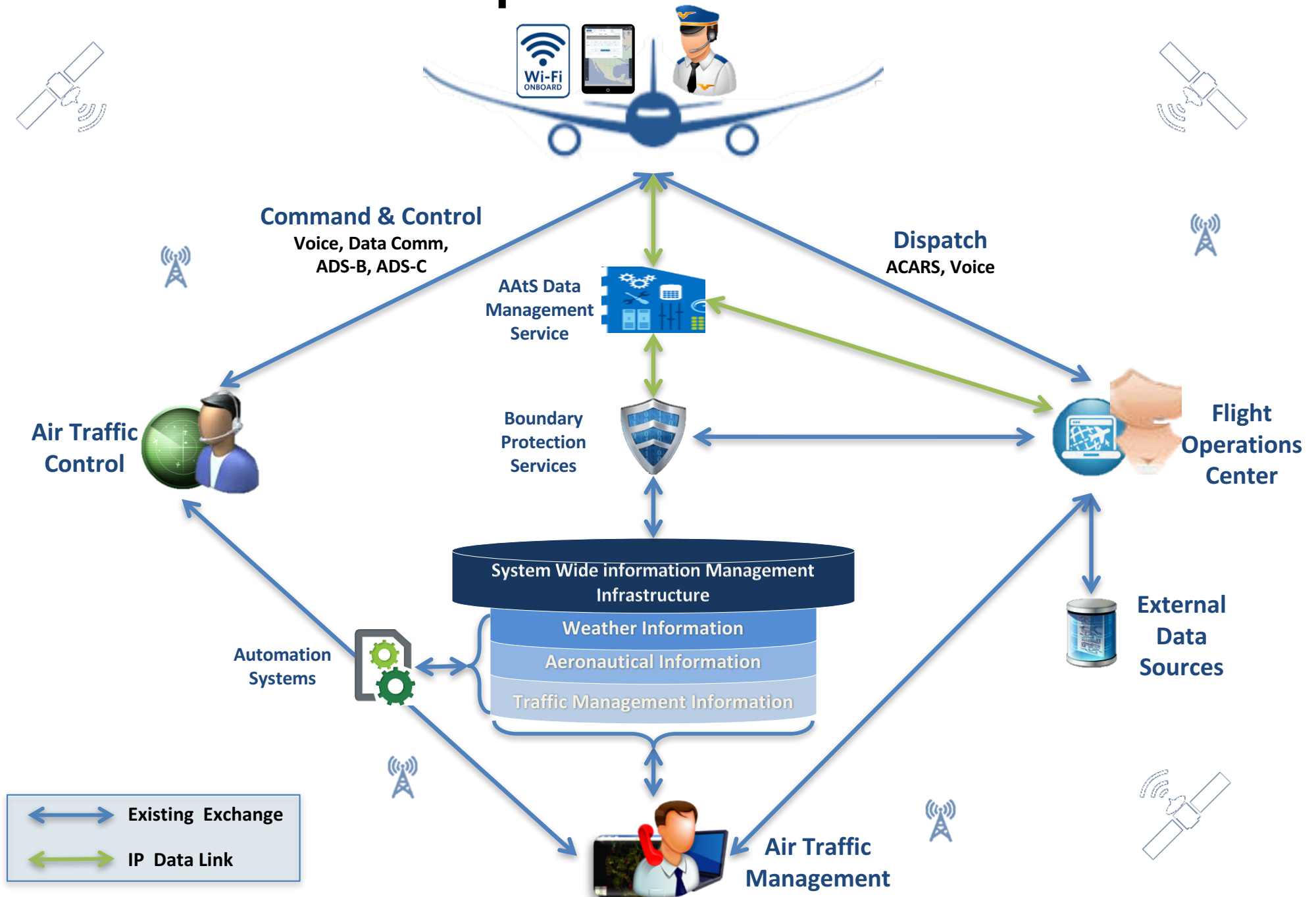**Partners**

Aircraft Access to SWIM

Description:

- Technology agnostic solution that establishes airborne component of ground based System Wide Information Management (SWIM) Service Oriented Architecture (SOA)

- Facilitates exchange of non-command and control/safety critical information between pilots and other National Airspace System (NAS) users

- Facilitates a commonly sourced/shared aviation information environment for strategic collaborative decision making

- Leverages existing air/ground third party service providers' infrastructure and technologies without new equipage mandates

- Uses an IP Data Link to perform functions and collaborate/coordinate flight activities

Demonstration Objectives:

- Assess feasibility of commercial services for exchanging SWIM-enabled NAS data

- Validate AAtS concept in cooperation with NAS users/stakeholders

- Provide technical findings and recommendations for future standards development

AAtS Operational Overview

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Wi-Fi ONBOARD

Command & Control
Voice, Data Comm, ADS-B, ADS-C

Dispatch
ACARS, Voice

AAtS Data Management Service

Air Traffic Control

Boundary Protection Services

Flight Operations Center

Automation Systems

System Wide information Management Infrastructure

Weather Information

Aeronautical Information

Traffic Management Information

External Data Sources

Air Traffic Management

Existing Exchange

IP Data Link

Demonstration Scenarios

- Weather

- Flight Information Update

- Electronic PIREP Submission

- Aircraft Preference Publication

- Initial 4DT Preference Exchange

AAtS/AeroMACS Trial – Test Cases

- ## Test Case 1
  - This test case transports SWIM data using AAtS over AeroMACS.
  - SWIM Accessibility
  - Aircraft runway speed: 45 Knots.

- ## Test Case 2
  - This case will exchange AAtS data as in Case 1, but an additional data stream will be activated to emulate airline communications with AOC.
  - Shark-fin antenna evaluation
  - Aircraft runway speed: 55 Knots

- ## Test Case 3
  - This third case is same as Case 2 and adds loading on the AeroMACS communications system to emulate the exchange of radar data from a fixed station to ATCT.
  - Aircraft runway speed: 60 Knots

Applications
Mobile Platform
SWIM Data
- Trajectory Options Set
- Weather Information
  - NEXRAD – 2.3 MB
  - PIREP
  - SIGMET
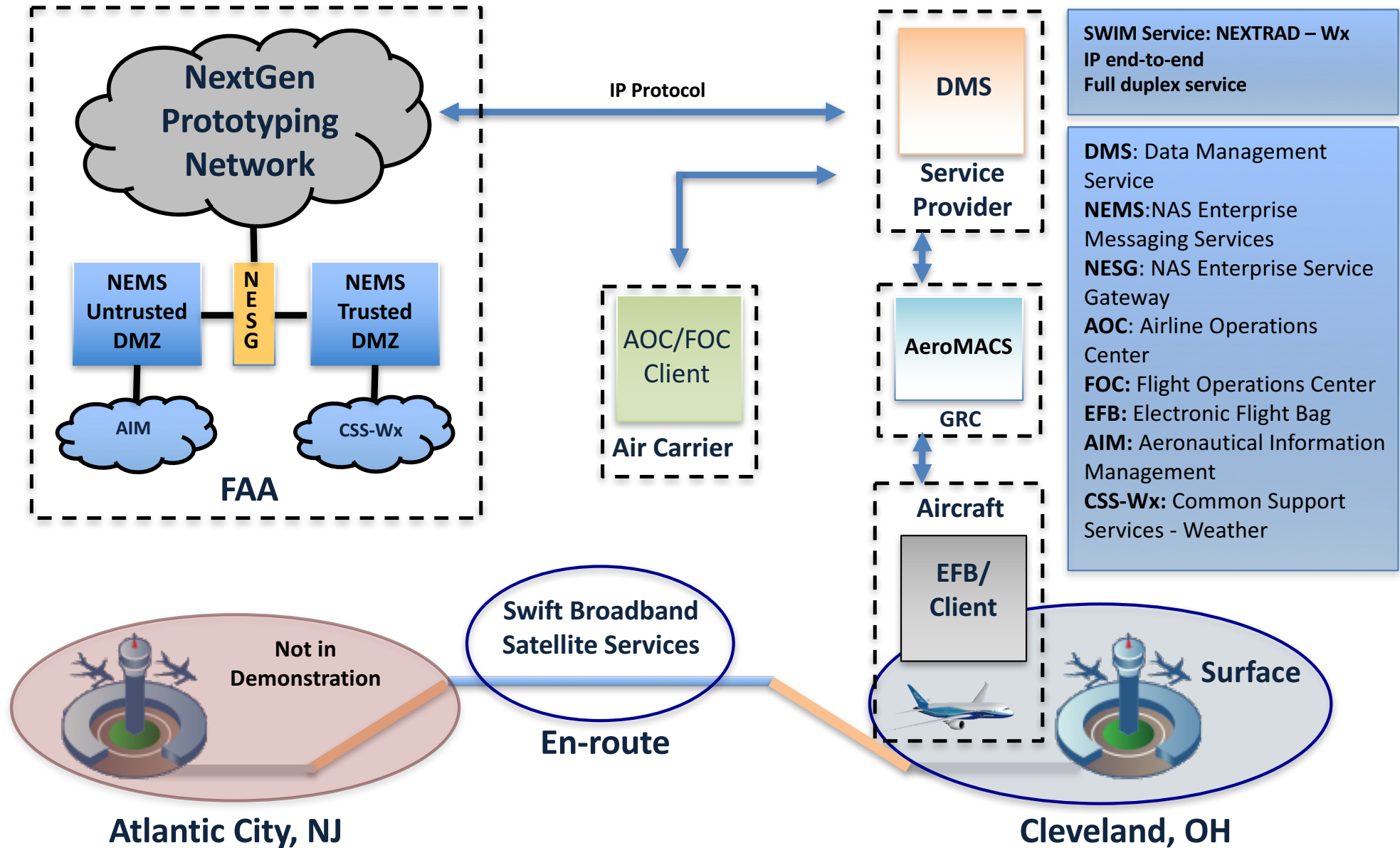 - AIRMET

Airline Operations - AOC
- Electronic Flight Folder Exchange – EFF
- Message Size DL: 2.0 MB
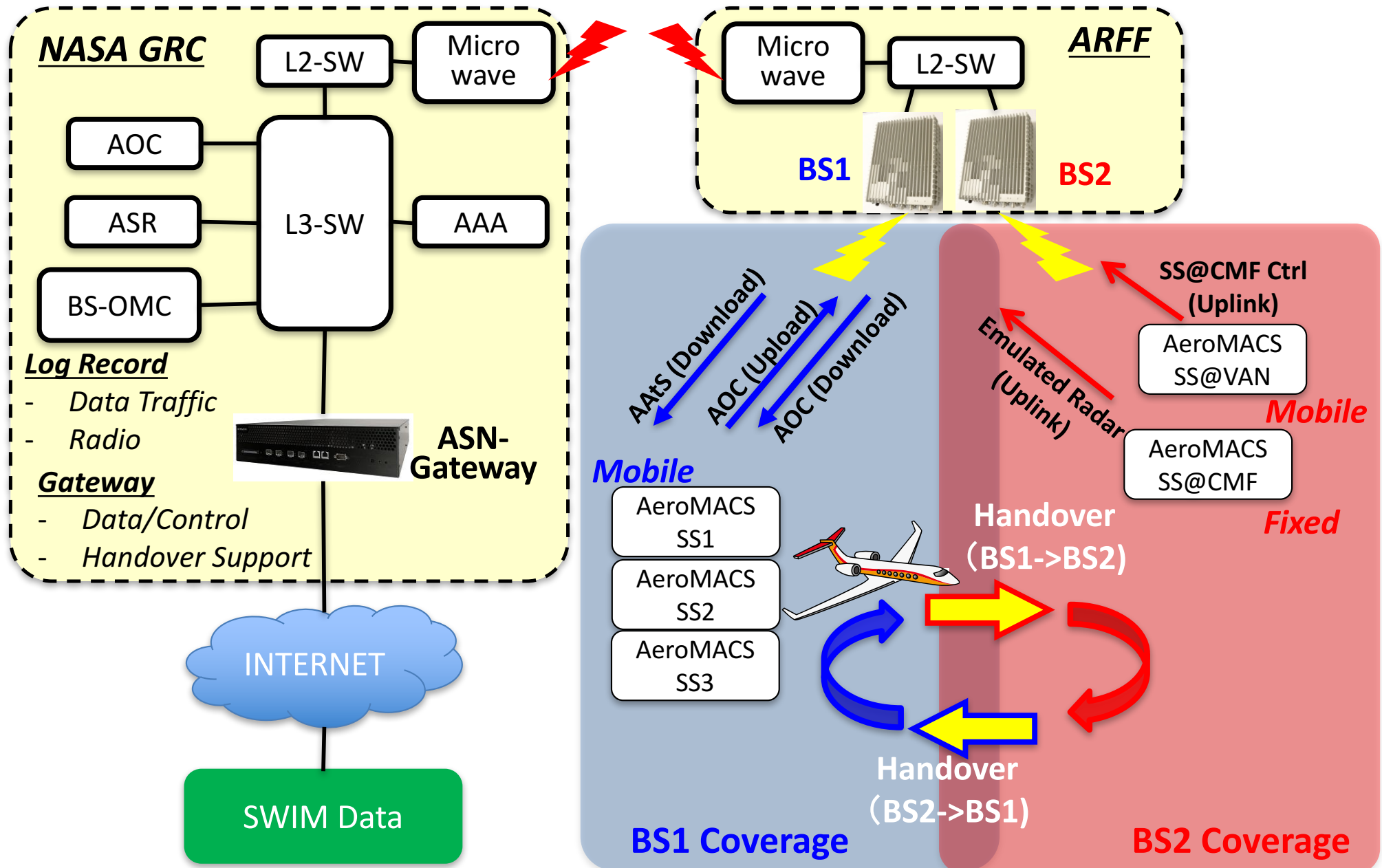- Message Size UL: 10.0 MB
- Emulated

Fixed Platform
Airport Surveillance Radar (ASR)
- Airport Surveillance 11
- Terminal Airspace Surveillance
- 14 Kbps Throughput
- 25 FPS
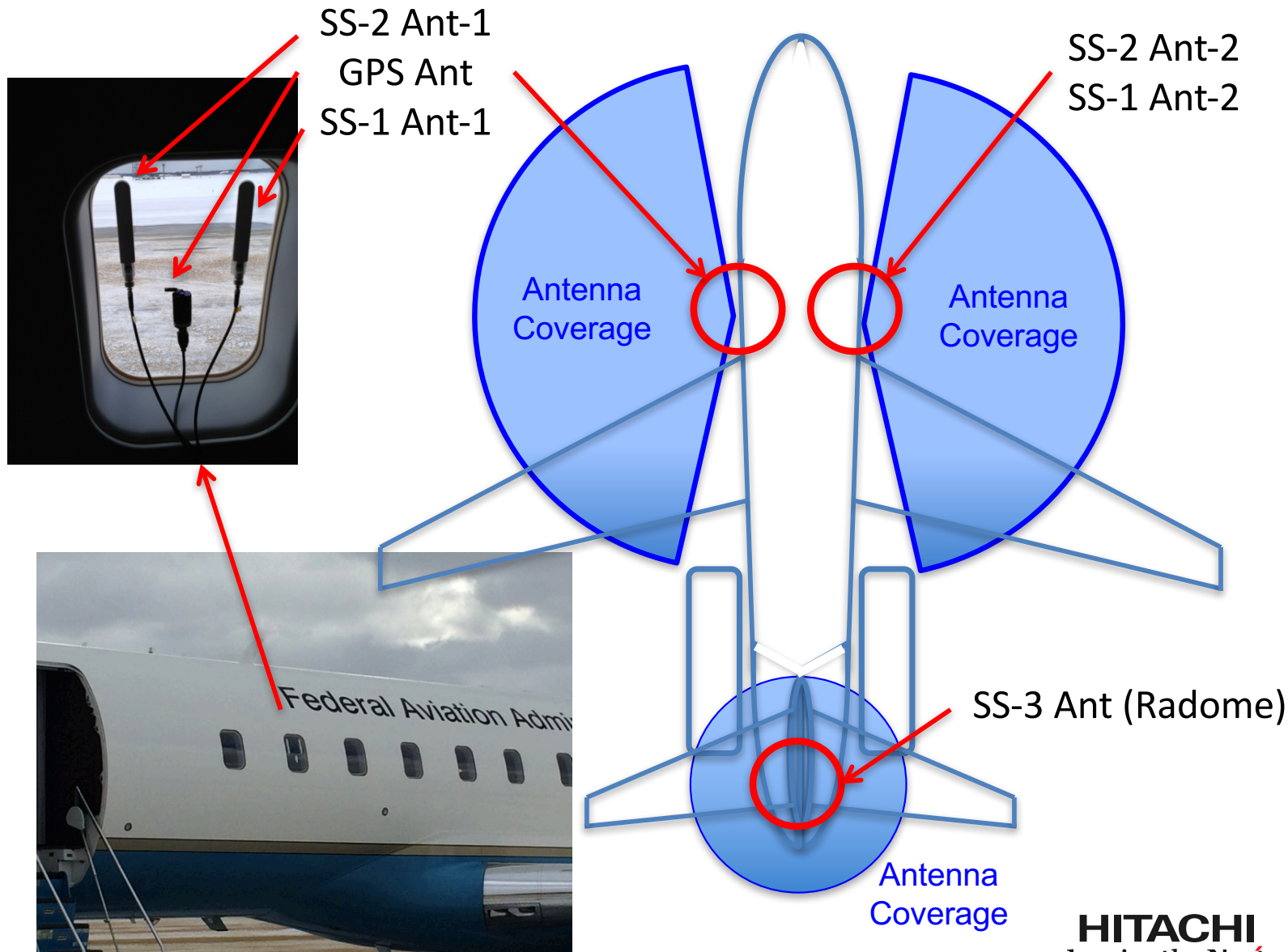- Emulated with iperf
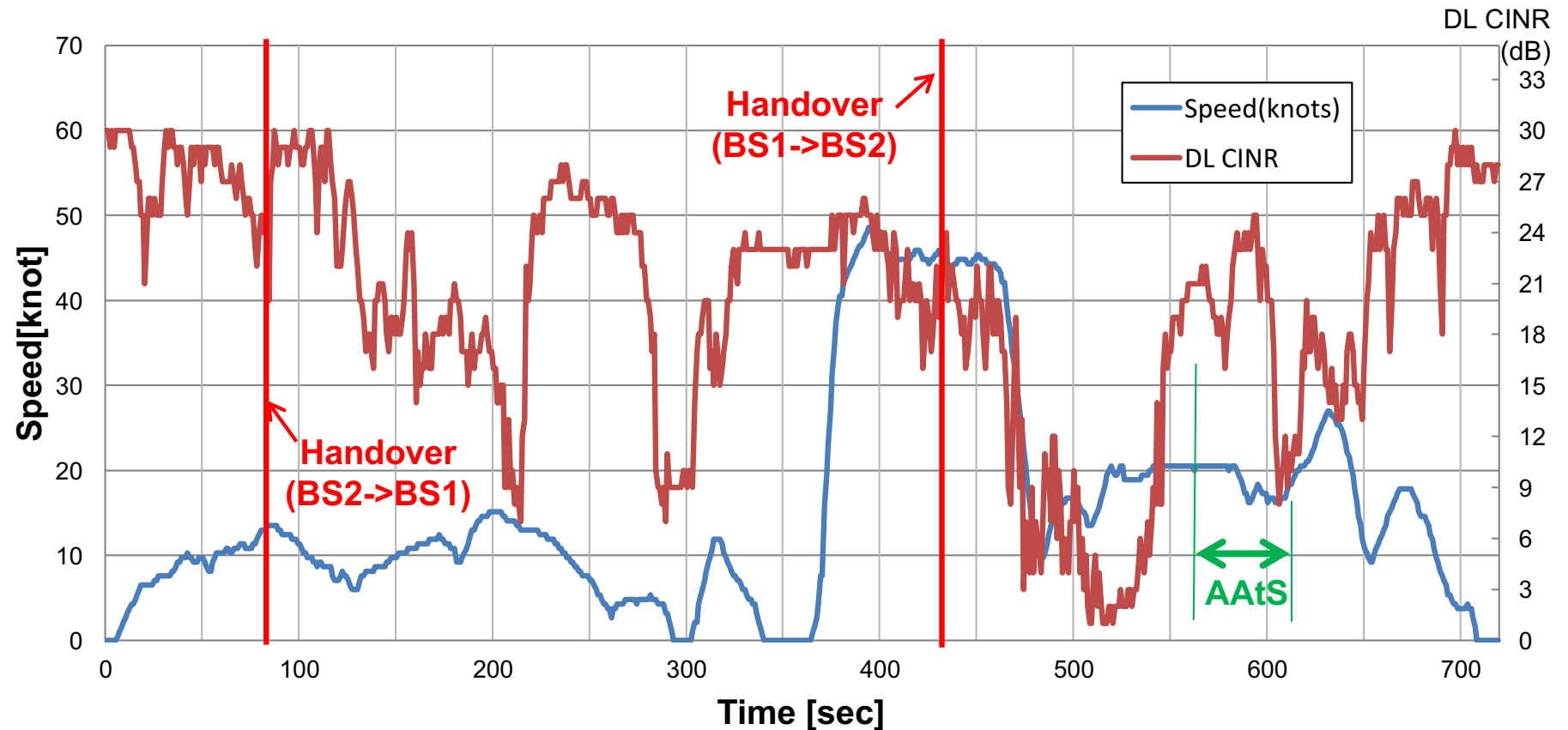- Source: FNT Airport

Trial Architecture

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AeroMACS Configuration and Results
SS Antenna Configuration and Coverages

SS-2 Ant-1
GPS Ant
SS-1 Ant-1

SS-2 Ant-2
SS-1 Ant-2

Antenna Coverage

Antenna Coverage
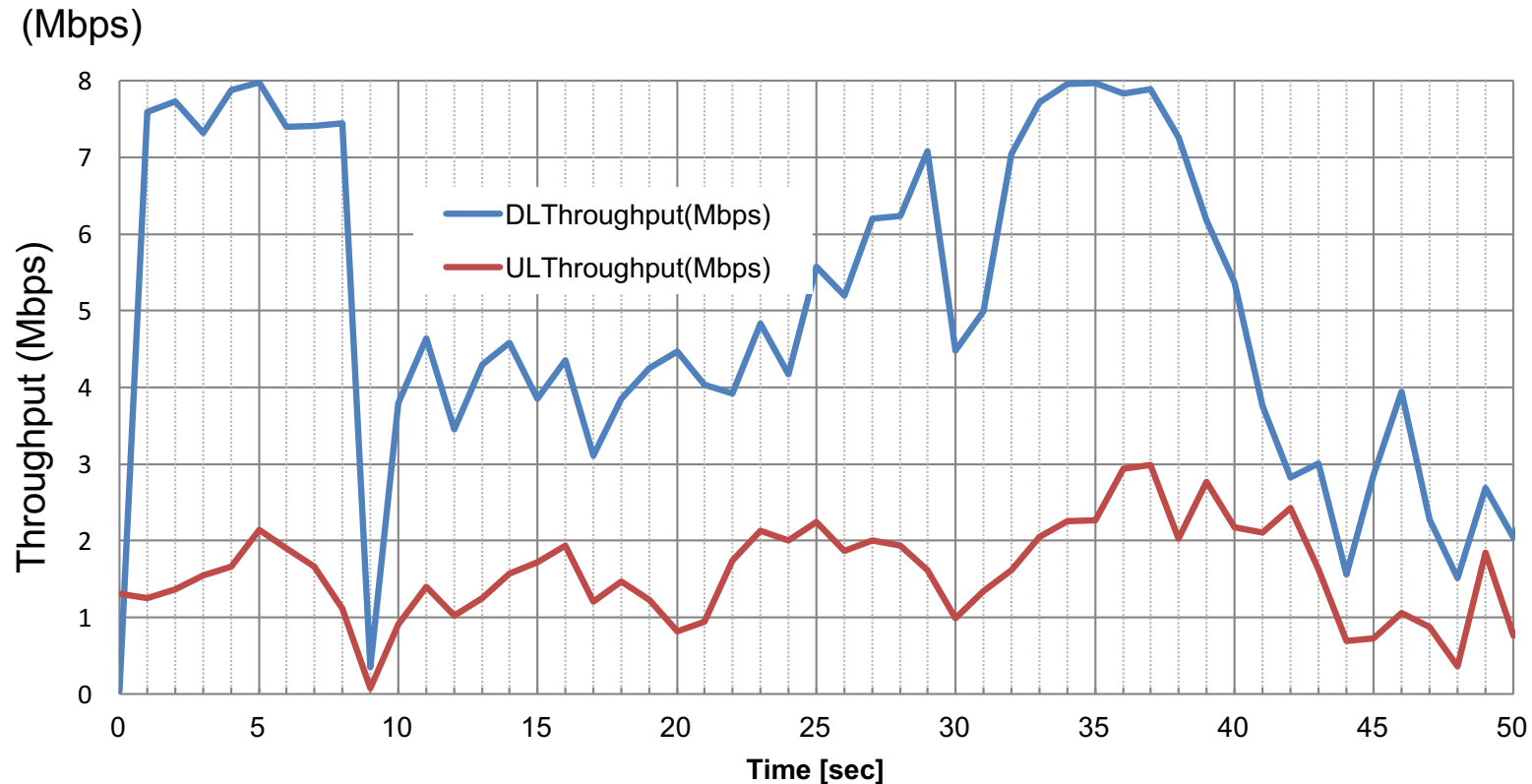
SS-3 Ant (Radome)

Antenna Coverage

AeroMACS Configuration and Results
Test Case 1: Speed & DL CINR (SS-2)

AeroMACS Configuration and Results
Test Case 1: DL/UL Throughput (Access to SWIM)

- **DL:UL Symbol Ratio = 32:15**
- **Once associated with a BS, onboard SS could maintain AeroMACS link with high throughput up to 8 Mbps (DL) / 3 Mbps (UL)**
- **Total Data transferred within 50 seconds were 31.8 MB (DL) and 10.1 MB (UL), which can cover access to SWIM.**

AeroMACS Configuration and Results
Test Case 2: Data Throughput
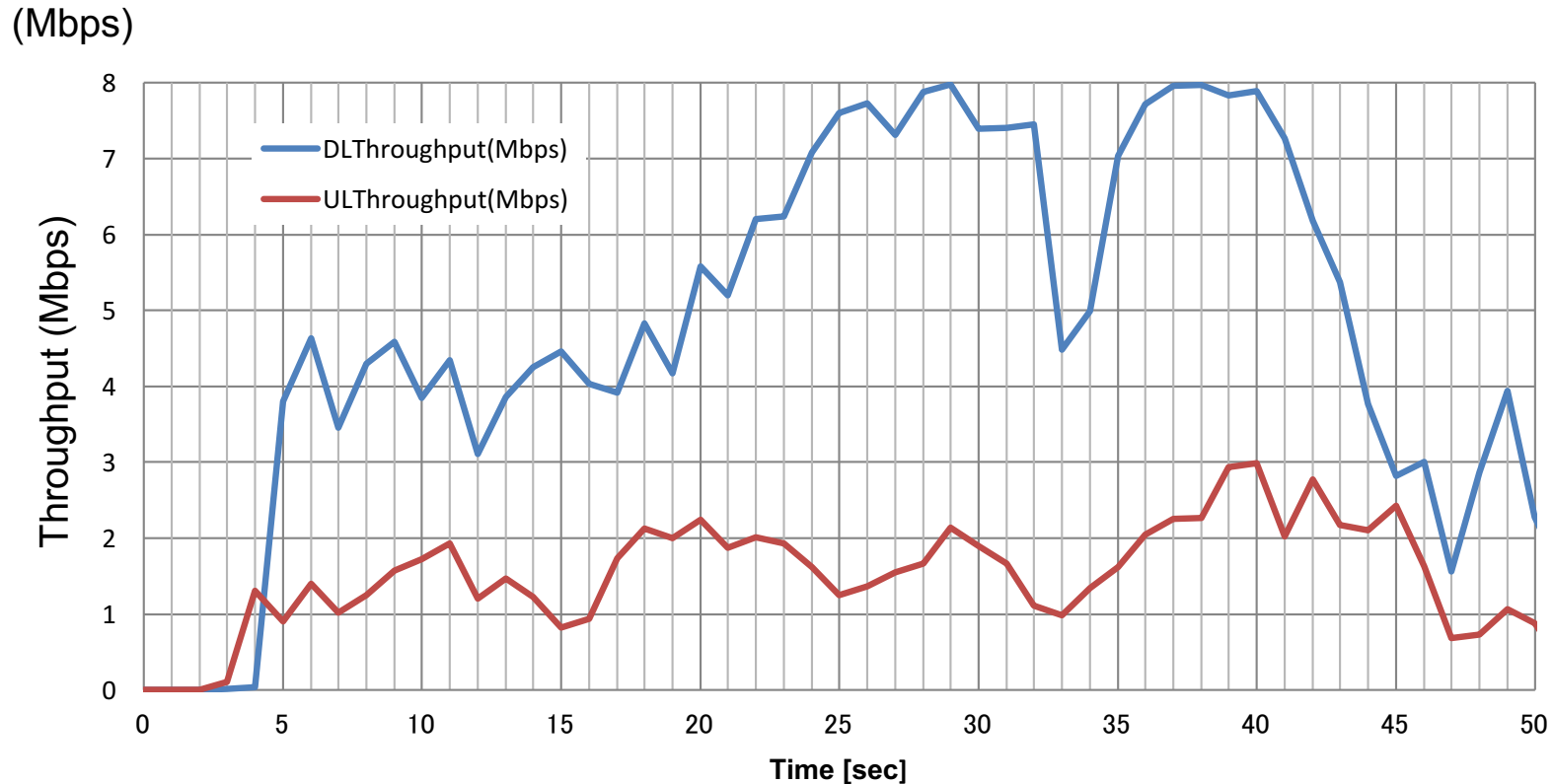
- **DL:UL Symbol Ratio = 32:15**
- **Additional Data Traffic (TCP/iperf) has given no effect to SWIM Data transfer (Additional Data stream from CMF at Test case 3 gave no effect, either).**
- **Total Data transferred within 50 seconds were 30.9 MB (DL) and 9.7 MB (UL).**
- **Required AOC Data Transfer of 10 MB(DL) and 2 MB(UL) were completed within 23 sec (DL) and 16 sec (UL)**
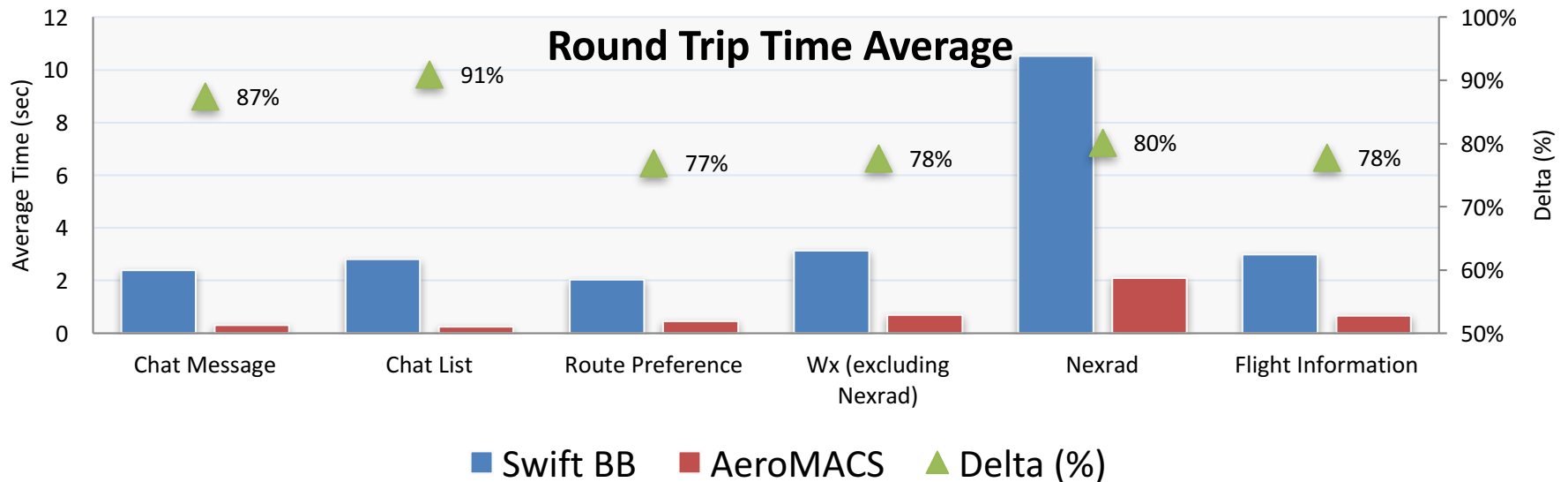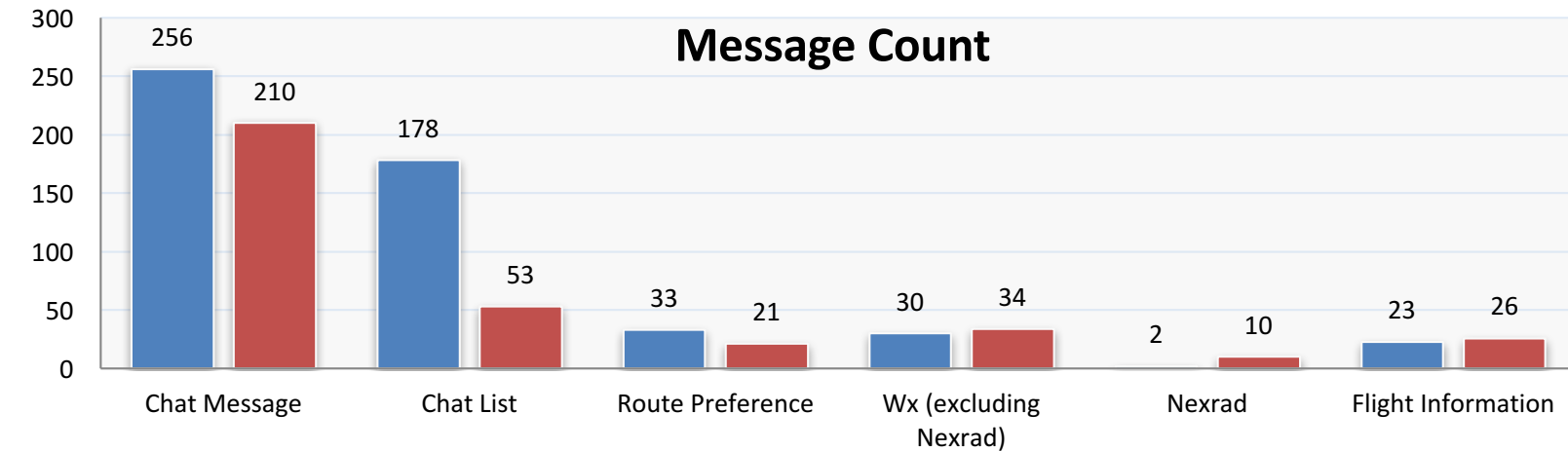
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AeroMACS Configuration and Results
Window Antenna (SS-1/SS-2) vs Shark Fin Antenna (SS-3)
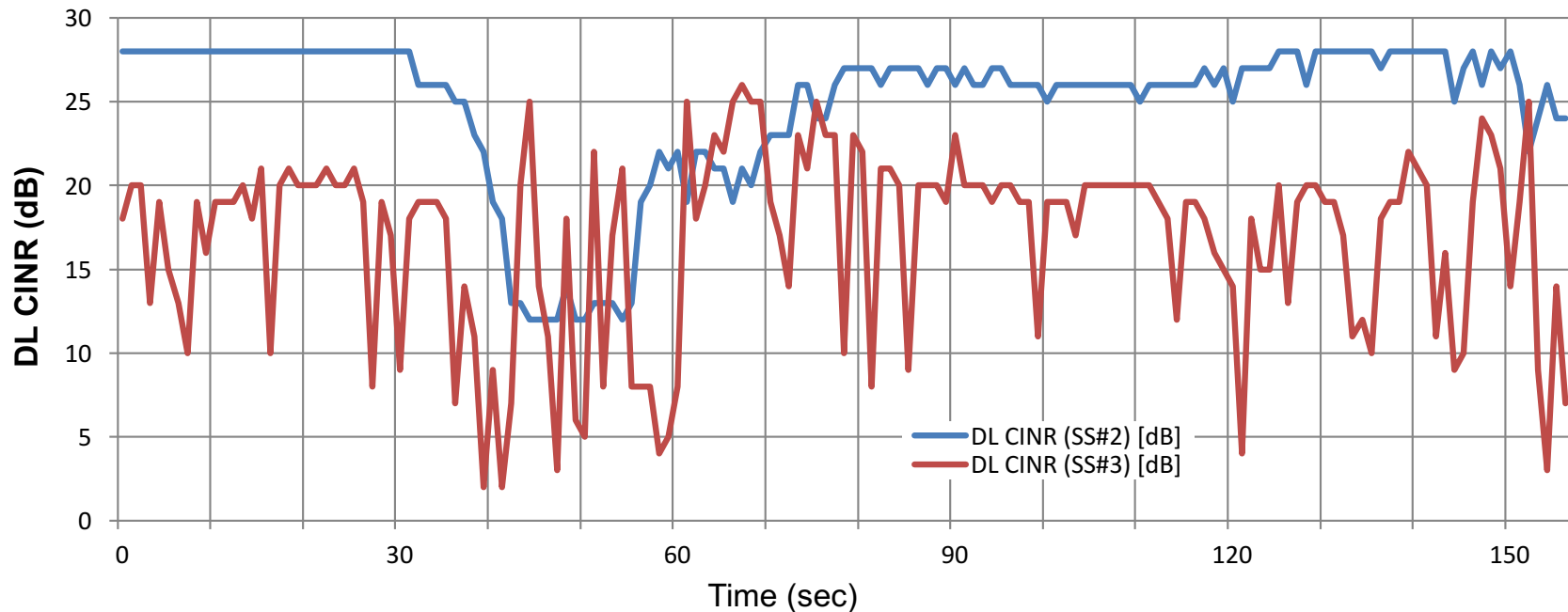
- **Window Antenna can benefit 3 dB by diversity effect (two elements). Antenna diversity is essential for MIMO-A (& MIMO-B).**

- **CINR of the Window Antenna drops when the airplane changes its direction parallel to the BS antenna beam**

- **Shark Fin antenna gain (incl. cable loss) looks 3 dB lower than that of window antenna (single element), but it works omni directional**

- **CINR of Shark Fin antenna looks sensitive to the airplane dynamics (vibration)**

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AAtS Results

Message Count

Category	Swift BB	AeroMACS
Chat Message	256	210
Chat List	178	53
Route Preference	33	21
Wx (excluding Nexrad)	30	34
Nexrad	2	10
Flight Information	23	26

Round Trip Time Average

Delta (%) values: Chat Message 87%, Chat List 91%, Route Preference 77%, Wx (excluding Nexrad) 78%, Nexrad 80%, Flight Information 78%

■ Swift BB ■ AeroMACS ▲ Delta (%)

✓ **All exchanges well within the 400 sec transaction time guideline provided in the AAtS Implementation Guidance Document (IGD) per ICAO's Manual on Required Communication Performance (Doc 9869)**

Conclusion

- Collaboration between Federal Aviation Administration (FAA), Hitachi, Ltd. and NASA
- Goal was to evaluate performance of AAtS using AeroMACS data transport technology in a relevant environment
- Hitachi technology for AeroMACS successfully performed on all test cases and demonstrated high throughput information delivery to AOC and AAtS applications
- ICAO Required Communications Performance was successfully met for all AAtS data exchanged
- Trial successfully completed on February 11th 2016